



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

THURSDAY, MARCH 30TH, 2006
8:00 PM

ROOM 330
MARIN COUNTY CIVIC CENTER
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present:

Steve Kinsey, Chair, Marin County Board of Supervisors
Susan Adams, Marin County Board of Supervisors
Paul Albritton, Alternate, Sausalito City Council
Peter Breen, San Anselmo City Council
Jerry Butler, Belvedere City Council
Carole Dillon-Knutson, Novato City Council
Alice Fredericks, Tiburon Town Council
Melissa Gill, Corte Madera Town Council
Joan Lundstrom, Larkspur City Council
Cyr Miller, Alternate, San Rafael City Council
Lew Tremaine, Fairfax Town Council

Members Absent:

Hal Brown, Marin County Board of Supervisors
Charles McGlashan, Marin County Board of Supervisors
Cynthia Murray, Marin County Board of Supervisors
Jeanne Barr, Ross Town Council
Dick Swanson, Mill Valley City Council

Staff Members Present:

Dianne Steinhauser, TAM Executive Director
Craig Tackabery, Marin DPW Assistant Director
Tho Do, Marin DPW Associate Civil Engineer
Jessica Woods, TAM Recording Secretary

Chair Kinsey called the Transportation Authority of Marin Meeting to order at 8:04 p.m.

1. Chair Reports

Chair Kinsey announced that Consent Calendar Item 5.b. associated with the crossing guard data selection will be pulled because there are some adjustments that staff is recommending. He added that the item would be discussed immediately following the Consent Calendar.

Chair Kinsey then swore in new TAM Commissioner Carole Dillon-Knutson from the City of Novato.

2. Commissioner Matters not on the Agenda - None

3. Executive Director's Report

Dianne Steinhauser, Executive Director, provided TAM with an Executive Director's Report for their review that included the following:

- Strategic Highway Safety Plan–Safe Routes 05-06 Funds
- Infrastructure Bond Proposals
- Regional
 - Smart Blue Ribbon Panel
 - MTC Strategic Plan Adoption
- Local
 - MCTD SRTP adoption

Commissioner Adams reported that she just got back from Sacramento, having attended the California State Association for Counties Annual Legislative meeting. A number of the legislators talked about this bond initiative. The first message was that it will not be the big \$222 billion dollar Christmas tree bond, but a smaller proposal. There is a great deal of interest in working across the table on a couple of key areas. Levees were talked about at great length, with particular focus on the Delta area. There was discussion about where the transportation dollars would go. The Governor had anticipated that he and his team would pick some projects, and the encouragement has been that the funds would go back to a more regional determination and that STIP funds should be beefed up a bit more. There is definitely strong interest in protecting Prop 42 and closing that loophole. Also, there is still the possibility that a housing piece might be attached, especially in relationship to transit-oriented development projects. There was also a presentation on SB1800, which would require that all cities, towns, and counties not just do a housing element, but also do housing opportunity plans as part of the Housing Element. There are a number of housing and building industry advocates that are very excited about this approach. There was some concern from the California State Association of Counties. They drafted a letter to oppose the bill unless it was amended so that builders and developers would provide the funding upfront, so that this would not be another unfunded mandate for local government.

Chair Kinsey asked staff to explain co-location in relation to MCTD. Executive Director Steinhauser responded that her desire is that MCTD co-locate with TAM. They are developing a site in downtown San Rafael on Fourth Street for a permanent TAM office location. They have room available and would like MCTD to consider having their staff located at the same location. In terms of legislative advocacy, financial management and fund management, it makes sense for TAM and MCTD to co-locate, since TAM provides funding for their activities and wants to be able to assist MCTD with capturing other fund sources. Chair Kinsey believed that is a great idea and would appreciate moving forward. He then requested that staff send the President a letter encouraging that Board to take that issue up.

4. Commissioner Report

a. Executive Committee

Chair Kinsey reported that Executive Committee met and that the minutes are provided in the packet.

He noted that the Richmond-San Rafael Bridge public access study is being discussed at MTC, and by the end of this year they will have completed the study of what alternatives exist for public access on the Richmond-San Rafael Bridge, which is part of the Bay trail system. He pointed out that this will be a difficult decision, but ultimately TAM will want a point of view. He asked staff to be prepared to participate and follow this activity.

Also, this body last month expressed an interest of looking into some type of state legislative assistance, and the Executive Committee discussed the issue and directed the Executive Director to talk to Sonoma County Transportation Authority and some other North Bay agencies and come back to the Executive Committee. They are moving forward on the idea of getting some consultant support to understand legislation and be proactive.

Also, the TAM Communication Plan was discussed and they made several suggestions and asked staff to come back to the Executive Committee in April with some revisions. He noted that there is one item that Commissioner Breen brought forward about the ability of Authority members to speak up about transportation issues. It was very appropriate, and they must find exactly the right language. The language provided in the draft minutes from the Executive Committee meeting did not quite accomplish that goal, which is on page 4 of the packet. He stated that as an Executive Committee and as an Authority they must figure out who should speak on behalf of the Agency, but also it must be clear that every TAM member has the ability to speak on issues that come before TAM.

b. Marin-Sonoma Narrows Policy Advisory Groups

Executive Director Steinhauser indicated that the meeting was postponed, so there is no recent activity to report at this time.

c. SMART

Commissioner Breen introduced TAM to the newest SMART Board Member, Commissioner Carole Dillon-Knutson, which he welcomed to SMART. Also, the Board received 1,700 comments on the Draft EIR and those comments will all be answered and presented back to the Board in late spring. By early summer the hope is to have the final Draft EIR in front of the Board. The legal advisors have found no evidence that there is need of re-circulation of the document. They are not dealing with any of the policy issues until they receive the replies back. Some issues to be evaluated are: the effects of a more robust express bus system; and clarification and correction of the misidentification of the feeder lanes on 101. He stated that last month they appointed a Blue Ribbon Committee made up of experts. They felt they really needed to have the Congestion Management Agencies from both counties serving on the Committee. In regard to the Railroad Square project in Santa Rosa, three proposals are in for the Wine and Cheese Center, along with affordable housing on SMART property, and they are moving forward very actively on the transit-oriented development aspect. They are also working with the City of Novato around the train station area and working very closely with Petaluma. He added that the Draft EIR for the SMART project and the survey results are generating an incredible amount of interest, and very emotional responses in both the Press Democrat and the IJ. He further stated that 72% of the 800 individuals surveyed indicated that they would support a tax increase at this time for the railroad, so there seems to be great support and a lot of interest in the community.

Commissioner Adams believed SMART would take up the issue of the extra space at the Gap Closure right-of-way area to make it a safe access way for bicyclist and pedestrians and asked Commissioner Breen if that occurred. Executive Director Steinhauser responded that it is scheduled for the Real Estate Committee next week on Wednesday, April 5th, and staff will be in attendance. She felt it is looking very promising.

d. Countywide Planning Ad Hoc Committee

Commissioner McGlashan not in attendance.

Chair Kinsey discussed funding and was pleased to see that the Community Development Agency offered to staff the agency without asking for any continued money from the towns or cities, but it sounds like there is some startup funding requirements. He asked the Committee when they come back in May to be clear about what financial requirements will be associated with that approach.

Commissioner Adams noted that they talked about ABAG rolling out their new blue prints and several of the other Bay Area counties had presentations and discussion. ABAG is planning to have a meeting with the staff of all cities and towns in Marin on April 7th at 1:30 pm for city managers, planners, public works and any other staff people interested. This is going to be a technical session. ABAG is having a public meeting on April 27th from 6 to 7pm before TAM's meeting, so the public will get a chance to hear what ABAG is planning and make comments.

Chair Kinsey pointed out that there is a Joint Policy Committee made up of members from ABAG and MTC. The issue of taking the smart growth livability footprint project out to local jurisdictions was discussed at MTC's monthly meeting. It was pointed out that neither Sonoma nor Marin County have responded to requests to be able to present that project. It may be useful if one of the cities or towns would be willing to accept the request to be invited to present their information. Commissioner Gill responded that the information was passed along and there will be a meeting in that regard.

Commissioner Fredericks stated that TAM's Special Committee discussed possible venues for a presentation about the Countywide Planning Agency. One possible forum discussed was Marin County Council of Mayors and Councilmembers (MCCMC). However, the program speakers are selected in advance by the host cities. It is difficult to accommodate changes to the program this late in the year even when the topic is of interest.

Commissioner Lundstrom noted her desire to participate on the Countywide Planning Committee, but it meets at a time when she is unable to participate and noted that City participation is needed. She is uneasy with some of the direction the Committee is headed because the City Planning Directors and the City Managers have discussed their own workload, and this is morphing through meetings with different participation from the cities. She is concerned that it is broadening its focus and getting much more into a planning and evaluation role. She further wanted to make sure that all cities review the roles carefully.

Commissioner Adams understands that it will be voluntary. They are looking at this being a Subcommittee of TAM and any discussion and action would come to the TAM Board. It will not happen at the Countywide Planning Agency level. The plan is to stay focused on the issues around how to do land use planning together. This ABAG blueprint is a perfect example of why some kind of venue is needed to have these types of discussions. They will try for the first year and see how it goes with planning quarterly meetings in the beginning.

Commissioner Miller believed a presentation to the City Managers is missing and should occur because this entire matter is crossing over other departments.

5. Consent Calendar

- a. Approval of TAM Minutes of February 23, 2006. Recommendation: Approve.
- b. Addendum to agreement with PHA for crossing guard data collection. Recommendations: authorize the Chair to execute an addendum to the Professional Services Contract with PHA Transportation Consultants to provide additional data collection for the Crossing Guard Program for an amount not-to-exceed \$19,060.
- c. HIP Applications summary. Recommendation: TAM Commissioners work with their city/town/county staff to identify possible HIP projects in their communities and apply for funding.
- d. Nolte PMO rate changes. Recommendation: Approve attached billing rates.
- e. Appointment of Novato Member of TAM to the Board of Directors of the Sonoma Marin Rail Transit District. Recommendation: Appoint Commissioner Dillon-Knutson.

Chair Kinsey reiterated that Item b. would be pulled for further discussion, which would occur immediately following the Consent Calendar.

Chair Kinsey asked for a motion.

Commissioner Albritton moved and Commissioner Adams seconded, to adopt the Consent Calendar Items a, and c through e. Motion carried unanimously by TAM.

Consent Calendar Item b–Addendum to agreement with PHA for crossing guard data collection

Craig Tackabery, Assistant Director, summarized the staff report and recommended that TAM authorize the Chair to executive an addendum to the Professional Service Contract with PHA Transportation Consultants to provide additional data collection for the Crossing Guard program for an amount not-to-exceed \$19,060. Staff also recommended including the intersection of Bellam Blvd. and Anderson Drive to the list and with increase the amount by \$460.

Commissioner Miller explained that Bahia Vista school is closed and going through a number of renovations, and that data collection at this time would not be meaningful. He recommended adding Bahia Way at the school, Bahia Way at Canal Street, and Bahia Way at Kerner Blvd to the list of locations to be considered. Assistant Director Tackabery responded that the intersections must meet certain criteria set by TAC and the Public Works Directors, and when this is brought back staff will find a way to estimate the volumes and include those locations as part of the evaluation.

Chair Kinsey asked for a motion.

Commissioner Breen moved and Commissioner Fredericks seconded, to adopt Consent Calendar Item b. as amended. Motion carried unanimously by TAM.

6. Caltrans Report

Jit Pandher, representing Caltrans, reported on the Central San Rafael project. He noted that the contract would be executed next week with local contractor Ghilotti Bros. He then reported on the Park-n-Ride lot at Rowland Blvd. in regard to the island not being visible at night. Caltrans offered to paint the area with reflective paint after the rain stops, which should address the concern.

Commissioner Adams asked Mr. Pandher to provide an update on the Marinwood/Miller Creek exit traffic problems. Mr. Pandher hoped that by next meeting that could be discussed.

Commissioner Albritton pointed out that there have been complaints about Caltrans leaving debris on the southbound Rodeo Drive exit and asked Mr. Pandher to address that issue. Mr. Pandher agreed.

7. Safe Routes to School Program Update

Consultant Project Manager Dave Parisi and Director Wendi Kallins for Safe Routes to School Program provided TAM the following powerpoint update:

- International Walk to School Day
- Parent Survey
- Participating Schools
- Safe Routes to School Infrastructure

- Walkabouts
- Engineering Concept Plans
- Recent and Planned Events
- Task Forces
- School Travel Plans
- Safe Pathways to School Projects
- Program Recognition
- Spring Newsletter

Commissioner Adams asked the Consultant Project Manager if there is any thinking or possibility of putting together an audio/visual program to be used in schools as well as transmitted on Channel 26. Consultant Project Manager Parisi responded that it is not in their current scope, but it could be easily developed. He agreed to discuss that matter further with staff. Executive Director Steinhauser would be glad to look into the possibility, especially on the website.

Commissioner Lundstrom is very pleased with the newsletter and appreciated the TAM logo and wanted to know the distribution of the newsletter. Director Kallins responded that it would be distributed to all participating schools, libraries and various places around town, as well as other venues where children and parents congregate such as dentist offices and pediatrician offices.

Commissioner Lundstrom pointed out that school programs are dependent on parent volunteers and asked Director Kallins how they plan to reach parents for additional participation. Director Kallins responded that they have a number of different strategies. She added that the PTA helps out and assists as well as the taskforce. They hope to institutionalize through either the Wellness Council or PTA, and pointed out that the schools take responsibility for finding volunteers.

Chair Kinsey reminded TAM that the logo is a good way of identifying that this is really the beginning of the next generation of this program after Measure A's approval. He acknowledged that they moved from a pilot into becoming institutionalized there are challenges that they face. A lot of the innovations associated with pilot programs can be awkward or difficult to convert into a program that has long-term stability. He encouraged staff to be able to recognize that they are trying to take something that is in fact a pioneering effort and to be able to both be accountable to the public, while not wringing all the innovative ideas out of the program that is born out of the community itself. They are trying to take something that is blooming before their very eyes and convert it into a hedge that will last forever.

Chair Kinsey thanked Consultant Project Manager Parisi and Director Kallins for their presentation.

8. Status Report on Measure A, Strategy 3, Major Roads and Related Infrastructure Project Prioritization Process

Craig Tackabery, Assistant Director, summarized the status report on Measure A, Strategy 3, major roads and related infrastructure project prioritization process for TAM's consideration.

Executive Director Steinhauser explained that funding for these major road projects was envisioned over a 20-year period, and obviously the sponsors of these five priority projects will want their funding as soon as possible to make improvements on these priority segments. Further discussion must occur over exactly what they can afford to spend and when. There is an option to advance some sales tax through some kind of debt financing scenario. Also, they are looking at other funding source opportunities, as well as looking at the potential for borrowing funds and phasing some work within these segments.

Commissioner Adams pointed out that if the projects listed on Page 40 is all that Measure A will cover, then Lincoln Avenue is not considered as important as Fourth Street based on the criteria used. Assistant Director Tackabery responded that Lincoln Avenue would not be funded in the first five years, but there would be additional projects in most planning areas. The exception being West Marin, it's likely they will only get one project due to its cost. Commissioner Adams asked staff if Fourth Street would include bikeways and disability access. Assistant Director Tackabery responded that there would be a detailed process to evaluate user needs in that regard.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey thanked staff for the report.

9. Resolution to Reimburse Expenditures Relating to the Highway 101 Gap Closure Project from the Proceeds of Tax Exempt Obligations of the Authority.

Dianne Steinhauser, Executive Director, summarized the staff report and recommended that TAM adopt the attached Resolution to reimburse expenditures relating to the Highway 101 Gap Closure Project from the proceeds of tax exempt obligations of the Authority.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Breen moved and Commissioner Lundstrom seconded, to adopt the Resolution to reimburse expenditures relating to the Highway 101 Gap Closure Project from the proceeds of tax exempt obligations of the Authority. Motion carried unanimously by TAM.

10. Highway 101 Gap Closure Project Status Report, Including Puerto Suello Hill Soundwall and Bike Path, Results of March 27, 2006 Public Meeting

Dianne Steinhauser, Executive Director, summarized the staff report and recommended that TAM authorize staff to complete the design package for the soundwall and multi-use path as presented and amended by TAM Commissioners.

Connie Preston, representing the Nolte team, provided a brief overview for TAM's consideration on the Marin 101 Gap Closure Puerto Suello Hill Segment Multi-Use Path and Sound Absorption Strategy as follows:

- Project Description:
 - Multi-use path adjacent to southbound Highway 101
 - Mission Ave. to Los Ranchitos Road
 - 1.25 miles (6,700 feet) long
 - 16 feet standard width (12-foot traveled and 2-foot shoulders)
 - Portions of the path less than 16 feet wide
 - Class 1 facility
 - ADA Compliant
 - Access at Mission Avenue, along Stevens Place, Pacheco Street, Paloma Avenue, (Coleman School Ped. Overpass) Linden Lane, Lincoln Ave., Los Ranchitos Road
- Noise Reduction Strategy
 - Soundwall Absorption Systems

- Soundwall Aesthetics
- Schedule
 - Public Meeting – March 2006
 - 95% Design to Caltrans – April 2006
 - Final Plans – June 2006
 - Begin Construction with Mainline Project – January 2007
 - Complete Construction – December 2008

Executive Director Steinhauser explained that staff worked very closely with the City to accommodate bike access at Lincoln and Mission. In regard to a quicker access option at Linden with stairs, staff has received a favorable response from SMART staff to enable that to happen. The best sound absorbing system is recommended with some sensitivity to aesthetic flexibility that will provide options for color and design choices. This mile of wall will serve as a gateway to Central Marin and San Rafael. She then walked TAM through Exhibit A, which is the 101 HOV Gap Closure Puerto Suello Hill, Segment 4 Funding Plan. She explained that HOV lanes construction is estimated at \$28,000,000. Staff is working very hard to get additional funding into the STIP for next year, but word from CTC staff is that this region is over subscribed as are all other regions in their requests for State highway funds in the STIP next year. They directed the region to take about \$110 million out of their STIP request over the next five years. Staff tried to position themselves with other partners in the region to get these funds in the STIP and it is looking good. Staff will know more when the STIP staff report is published next week and staff will know the final conclusion when the CTC adopts the STIP, tentatively set for April 27th. She reminded TAM that if the funds do not get in the STIP, then they would have an \$11 million shortfall on the highway portion of this project that must be addressed. They hope that did not have to come from Measure A. Also, the multi-use path total construction cost is estimated at \$8.1 million and the total cost for the soundwalls and sound absorption material is estimated at \$5.28 million. There is also the ongoing project management with Central San Rafael as well as the soundwalls and bike path estimated at \$1.2 million over a five or six year period that would total \$16 million. The soundwall and bike path are funded with Measure A funds.

There were a number of features that were suggested at the public informational meeting: 1) reduce the multi-use path grade from an 8% grade to a 5% grade. There is concern that it will be better if at 5%. The 8% grade is a balanced alternative and most cost effective, the 5% will cost \$1.3 million more in cost. There will be a sidewalk continued from Lincoln Avenue on the west side of Los Ranchitos up to this location, so instead of using the path they will supply a pedestrian crossing, but to get to that they must come out of that undercrossing at 8%. With a 5% grade there would be no access point to cross Los Ranchitos in the project; 2) other considerations are lighting on the path, estimated at \$400,000, and there are some wide areas along the path where landscaping could be included to make it a better traveling experience, estimated at about \$200,000; and 3) there is the outstanding issue that in order to get funding from the STIP for the highway cost increase they must abandon temporarily the funding in the STIP for overall Gap Closure project landscaping.

Staff explained that if TAM adopted any additional features they are approaching the limit of Measure A funds for the project and staff did not recommend that approach at this item. They should wait until the CTC acts on the STIP request and then come back and revisit what they then might be able to accommodate.

Commissioner Breen asked staff if the crossover to Los Ranchitos would cross right into the hill. Executive Director Steinhauser responded that it would cross to a sidewalk implemented from that location southerly down the hill to Lincoln Avenue.

Commissioner Adams discussed crosswalk signaling issues. The suggestion was to have sensor signals and that has not been working well in Petaluma, so some other type of signalization should be considered. Also, San Rafael installed a bike push button at Las Gallinas and Merrydale and that works well currently. She believed people would ignore flashing signs if it is always going off. Mike McNeely, representing, Nolte, noted that he talked to the traffic consultant and they are now looking at push buttons with a beacon.

Chair Kinsey believes the work is excellent. This is a very challenging area both in terms of topography and trying to fit so much in. In regard to the budget, it seems it could be useful to authorize staff to move forward, but to hold back on landscaping, lighting and other elements as long as provisions are made to make it possible in the future without a huge amount of work. Also, as it relates to the soundwall on east side of the freeway, the numbers shown do accommodate the position that Caltrans has taken at the present time, and he is determined to save \$800,000 by not allowing Caltrans to tear down a wall to rebuild it. He encouraged the Authority to move forward without including some of the amenities at this time and specifically to exclude ever pursuing the 5% pathway grade because it is not worth the price.

The item was opened to public input.

David Schonbrunn, TRANSDEF, expressed concern about the loss of perspective within the bike lane project having to do with how much is an acceptable amount to spend on one intersection. The tunnel will cost between \$1.5 and \$2 million. In his view for one intersection this is way out of scale. They must be thinking in the Measure A programming that there must be a realistic maximum for any individual element of a project. He is concerned about the apparent constraints that forced this tunnel, which was the City of San Rafael not wanting an "at grade" crossing. To the extent that San Rafael is concerned, he suggested that San Rafael pay for the tunnel rather than Measure A, or alternatively this tunnel could be an applicant in the Nonmotorized Pilot Program. He believed there must be some way to do this "at grade" for \$100,000 or less. He further believed the team must exercise value engineering with this proposal and he is very concerned that it is very expensive. Chair Kinsey clarified that the issue of this particular location has been driven by a whole range of interests, but most importantly Caltrans interests about the Lincoln exit and what would happen if they maintained pedestrian access through the intersection. It is an operational issue that Caltrans is concerned about, as well as San Rafael.

Deb Hubsmith, representing, MCBC, thanked TAM staff and the consultant team for all the hard work on this project. This has been a challenging project and they have a very good project that will provide an incredible community asset. The multi-use pathway is envisioned for not only bicycles commuting, but also school children, those with strollers, people walking and it will be a great community asset for those to finally travel between Central San Rafael and Terra Linda. This undercrossing is critically important for the project because it is an extremely dangerous location. Also, San Rafael has done studies showing that this intersection is almost at a Level of Service F. They will continue to work with San Rafael on the exit off of the pathway southbound onto Mission, and Mayor Boro has already met with the MCBC in that regard. They are planning to attend the SMART Real Estate Committee meeting on Wednesday and are pleased to hear that TAM staff is looking at how to eliminate the headlight glare, and installing a bike rail on the stairs, and non-slip surfaces. She further noted that even if the lighting and landscaping cannot be accommodated at this time, it could be considered in the future.

Linda Jackson, Principal Planner, City of San Rafael, stated that driving down Highway 101 from the top of Puerto Suello into Central San Rafael is one of the defining moments in Marin and expressed

appreciation for Connie Preston and TAM for bringing the design of the soundwalls to the Design Review Board. They look forward to providing input.

The public input was closed.

Commissioner Adams agreed with the idea of not going forward at this time with the landscaping project, but lighting is a safety issue and she would like the Commission to stay open to the lighting piece of it. She is interested to see how the Nonmotorized Pilot funding might be able to help facilitate some of these projects in Marin County. In regard to comments on Lincoln Avenue, it is extremely dangerous and there is no way to do it "at grade." She thinks this is the best possible way to deal with moving people safely through this tricky area and not obstructing traffic. She further noted her support for the project.

Commissioner Albritton echoed the previous comments and believed lighting is important for safety reasons, but agreed with the idea of putting in a conduit at this point.

Chair Kinsey asked for a motion.

Commissioner Lundstrom moved and Commissioner Fredericks seconded, to authorize staff to complete the design package for the soundwall and multi-use path as presented and amended by TAM Commissioners, eliminating the 5% pathway grade option, and that all other amenities described, in regard to lighting and landscaping, are on hold at this time, except for placing conduits for possible future use. Motion carried unanimously by TAM.

11. Infrastructure Bonds Principles

Diane Steinhauser, Executive Director, summarized the staff report and recommended that TAM adopt the infrastructure investment principles as shown, and support efforts to capture needed funding for transportation improvements in Marin County.

Chair Kinsey asked for a motion.

Commissioner Fredericks moved and Commissioner Lundstrom seconded, to adopt the infrastructure investment principles as shown, and support efforts to capture needed funding for transportation improvements in Marin County.

The public input was opened.

David Schonbrunn, representing, TRANSDEF, provided comments about global warming and that TAM should create a transportation system that is sustainable in the long-term.

The public input was closed.

Motion carried unanimously by TAM.

12. Marin County Nonmotorized Pilot Program Overview

Craig Tackabery, Assistant Director, summarized the County of Marin Public Works staff report to the Board of Supervisors provided in the packet regarding the status and progress of the County of Marin's Nonmotorized Transportation Pilot Program for TAM's consideration.

Commissioner Breen asked staff why TAM is not managing this pilot program. He believed it made sense to have this program housed at TAM. Assistant Director Tackabery responded that the Board of Supervisors worked on this issue with Congress and that it has a very short duration. The Board determined that in order to get this done and it would be best for the Board to oversee the program. Commissioner Breen worried about the potential for some duplication.

Commissioner Lundstrom was pleased to see the limits on urbanized Marin because they must measure results. Most urbanized Marin is within city limits. They must explore and discuss the process of making a decision as to the projects. She believed the issues of coordination with the cities, towns, Councils, Public Works Directors and bicycles plans should be considered and discussed in more detail. She added that the process part of identifying projects must be addressed and wanted the cities and towns part of that process. Assistant Director Tackabery explained that staff will develop an Advisory Committee and they welcome the input. Staff explained this will be driven by meeting the goals of the legislation, and they must achieve the goals and not get caught in a geographic equity approach. Commissioner Lundstrom indicated that the bicycle/pedestrian master plans were mostly recreation driven and to shift modes she felt there are other projects that are not included and desires a way to capture that. Assistant Director Tackabery responded that they plan to solicit additional projects and then rank them.

Chair Kinsey stated that it is on the agenda tonight because it is a partnership between the Board and TAM and he specifically asked that they acknowledge that it only be in the urbanized areas. This is to change the patterns of usage to bicycle and pedestrian use, so it will be exclusively within the urbanized areas. The entire process will include all interested parties, specifically all cities and towns to be bringing ideas forward consistent with these principals. There will be a public hearing held before the Board adopts a program and TAM staff can also be directed to review. The full intention of this process is to make sure that all good ideas consistent with demonstration purposes can be evaluated. He is very clear that this is an urban and mode shift focused demonstration project that has a wide and broad ranging set of eligibilities, not limited to capital projects alone. He would trumpet the opportunity that is coming so each Commissioner can think of creative ideas.

Commissioner Lundstrom believed access to schools should be included as well.

Commissioner Breen is still not satisfied and felt this issue should be addressed because it looks like the cities and towns are the applicants. He noted that TAM will administer several pilot projects and noted for the record that they are all in this together.

Commissioner Adams believed this offers everyone an opportunity to look at their master bike plans to know if they are just focusing on recreation or looking at the full range. It might be an opportunity to revise the plans if there are differences, which is part of the reason why they were allocated the funds. The Board has been working very long and hard for several years; there has been a lot of effort. The document reflects that there must be decisions and integration with different cities and towns. It is important that they all work together.

Commissioner Tremaine hopes this is not the last report TAM receives on this program. He stated that this must be most efficiently driven and he believed that it would be critical that TAM is kept up to date because they will get out of it what they put into it.

Chair Kinsey stated that the intention of the Board in this process is to have it be very inclusive, not only of cities and town, but also all other interested parties in the County. He has taken to heart most

definitely the concerns being raised about making sure that all cities and towns have every opportunity to actively participate.

Executive Director Steinhauser discussed TAM bike and pedestrian funding programs, and while coordination of bike and pedestrian needs through this Nonmotorized Pilot process is great, the use of TAM funds will not be decided outside of this organization and structure, so to the extent that TAM has a role that will be protected. Staff added that TAM would continue to receive information on the progress of this program.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

13. Suggestions for Future Agenda Items

Chair Kinsey has talked with the Executive Director about the idea of taking up the issue of “congestion,” which is an issue in the County after the Strategic Plan is complete.

14. Open Time for Items Not on the Agenda - None

By Order of Chair Kinsey, the TAM meeting adjourned at 10:22pm.